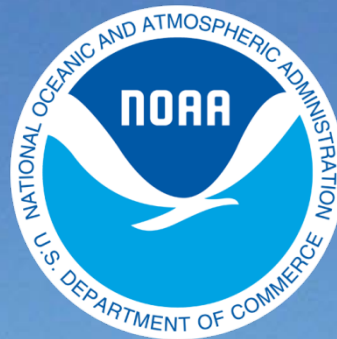


# BookletChart™

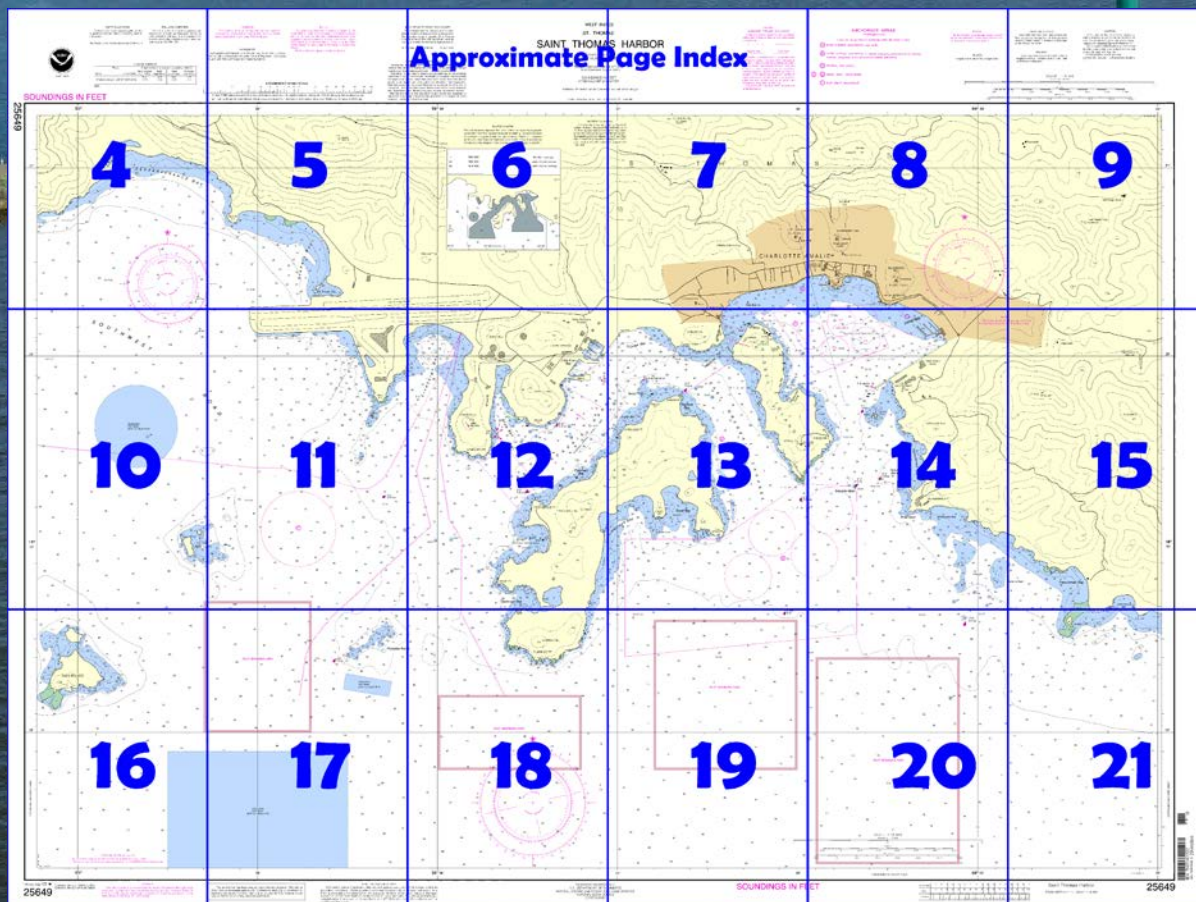
## St. Thomas Harbor NOAA Chart 25649



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

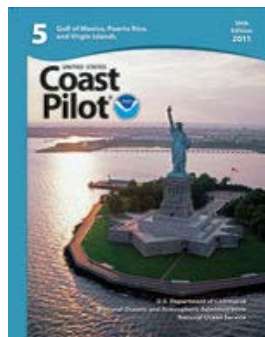
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25649>.



### (Selected Excerpts from Coast Pilot)

**St. Thomas Harbor**, in about the middle of the S coast of St. Thomas Island, is the only sheltered harbor in the Virgin Islands that can be entered by large vessels. Although the oval-shaped harbor is small and open to the S, it is well protected by the high hills surrounding the other sides and provides safe anchorage except during a hurricane.

**Channels.**—The entrance channel, W of Muhlenfels Point and close E of Scorpion Rock, leads close SW of West Indian Dock;

depths in the channel are about 27 feet. The entrance channel is marked by a lighted range and buoys.

**East Gregerie Channel** has depths of 26 to 48 feet for the 350-yard center width. **Haulover Cut**, between Hassel Island and St. Thomas Island, has a least depth of 12 feet through the center of the narrow passage. At the SW entrance, a reef that uncovers extends about 80 yards into the cut from Hassel Island. Rocks, submerged and awash, border the N side of the channel. East Gregerie Channel is marked by lighted buoys.

**West Gregerie Channel** has depths of 26 to 60 feet for a 250-yard center width to the junction with East Gregerie Channel N of Water Island. The channel is marked by buoys and a light.

**Ruyter Bay**, a shoal bay on the NW side of Water Island, has a privately owned pier, about 100 feet long with a 30-foot length at the outer end.

**Anchorage.**—**Krum Bay**, NW of Water Island, has depths of 35 feet in the entrance, shoaling to 11 feet near the head.

**Lindbergh Bay**, close W of Krum Bay, has entrance depths of 30 feet, gradually decreasing to a fine sand beach and small pier.

**Dangers.**—**Green Cay**, 1 mile SE of Muhlenfels Point, is a small 24-foot islet covered with low underbrush. The islet is near the center of a coral reef that extends about 450 yards SW from shore. Another islet is 50 yards S of Green Cay.

**Triangle** is a group of dangerous rocks between Green Cay and Muhlenfels Point. The N and SW parts of the group are partly awash.

**Barrel of Beef**, 2 feet high, is the E foul area of the group. A detached coral rock covered 16 feet and marked by a lighted buoy is nearly 0.7 mile SSE of Muhlenfels Point.

**Point Knoll**, a coral head with several submerged rocks, extends 50 yards SW from Muhlenfels Point; a depth of 20 feet is about 90 yards SW of the coral head. **Rohde Bank**, 0.2 mile NW of Muhlenfels Point, has a least depth of 17 feet.

**Scorpion Rock**, in the entrance between Muhlenfels Point and Cowell Point, is a small coral rock with a least depth of 28 feet surrounded by depths of 32 to 38 feet. A lighted buoy marks the rock.

**Rupert Rock**, 0.5 mile N of Muhlenfels Point at the narrowest part of the entrance channel, is 12 feet high and white on top. A drying reef and foul ground with less than 6 feet over it extends 100 yards W from the rock. A lighted buoy and a daybeacon are W of the rock.

Foul ground with depths less than 6 feet surround Hassel Island and Water Island up to 300 yards from shore.

**Porpoise Rocks**, a mile W of the S end of Water Island, consists of three reefs with rocks bare or awash and depths of 2 to 17 feet. A buoy is on the SW side.

An unmarked fish haven is off the S side of Porpoise Rocks.

A rocky ledge extends 0.4 mile S of Red Point. A steep-to rock at the outer end has a least depth of 3 feet over it.

An airport runway extension is on the E side of **Brewers Bay** 0.6 mile NW of Red Point. The runway extends about 800 yards W from shore and is surrounded by a rock dike. Caution is advised in the area.

**Sandy Point Rock**, an elongated shoal extending 300 yards NW from the N end of Water Island, has a least depth of 3 feet and is marked by a light at the NW end.

Care should be taken when navigating in the main harbor of Charlotte Amalie, Haulover Cut, and East Gregerie and West Gregerie Channels, because of their use as seaplane operating areas. (See Coast Pilot for details.)

### U.S. Coast Guard Rescue Coordination Center

#### 24 hour Regional Contact for Emergencies

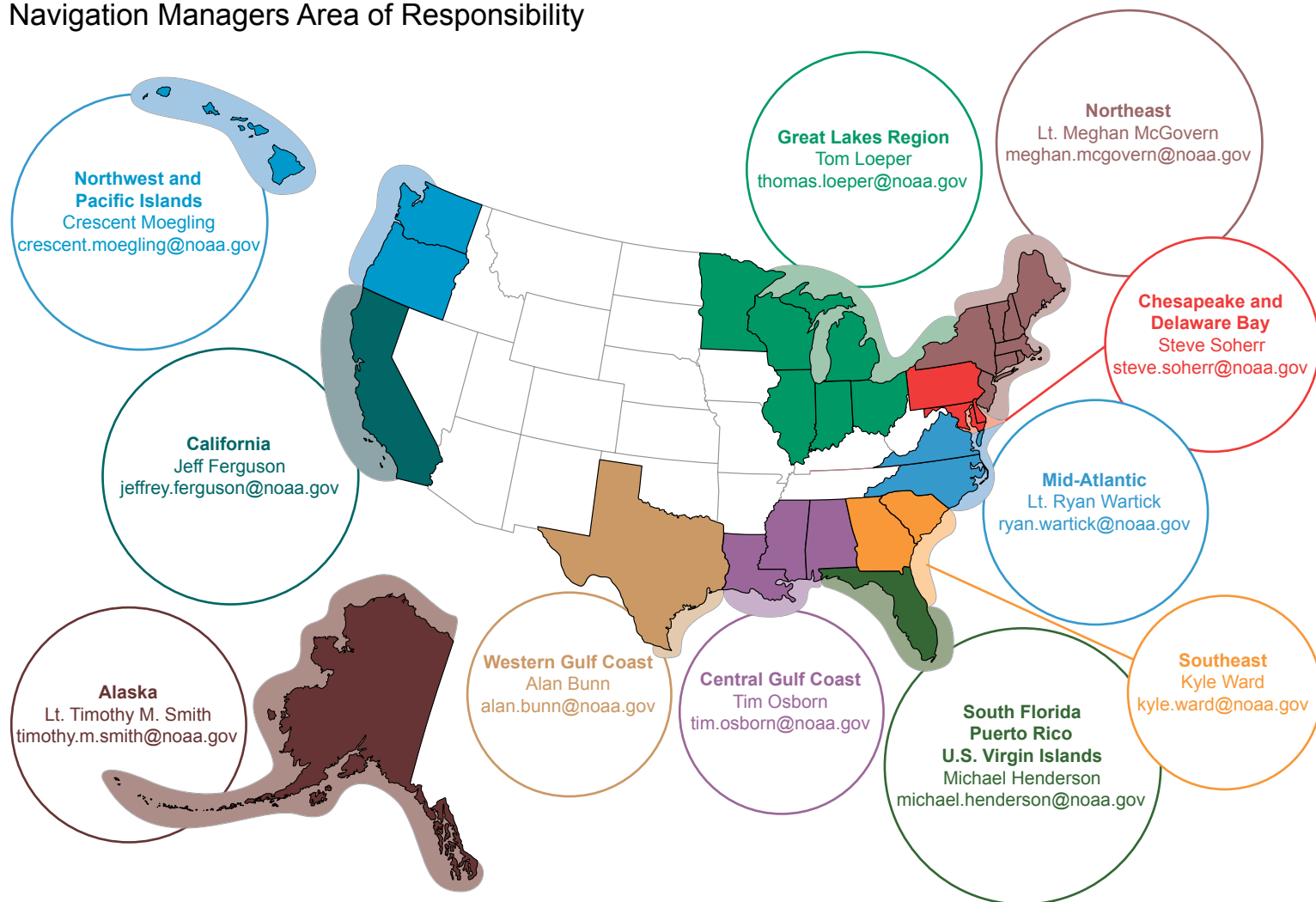
RCC New Orleans

Commander

8th CG District  
New Orleans, LA

(504) 589-6225

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

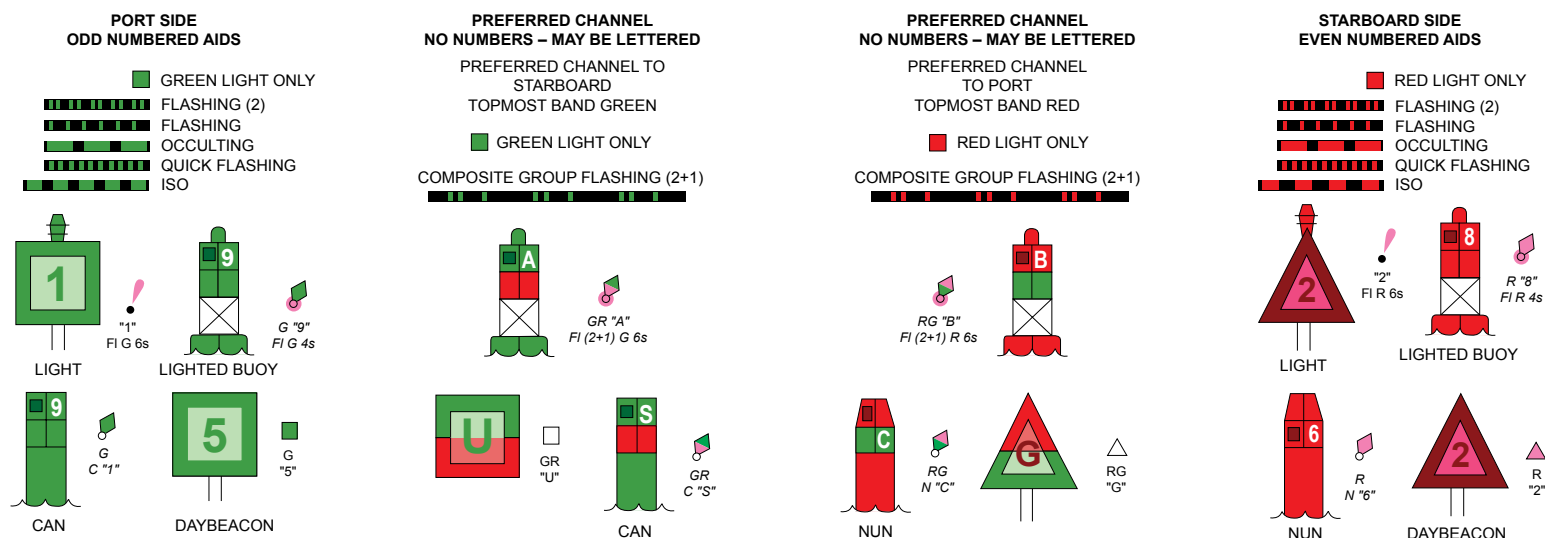
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 163).

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

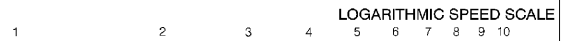
Navigation of Coast Pilot 5. A listed in the Not regulations may 7th Coast Guard of the District En Florida. Refer to cha



PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Charlotte Amalie	(18°20'N/64°55'W)	0.8 feet	0.7 feet	0.1 feet

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2010)

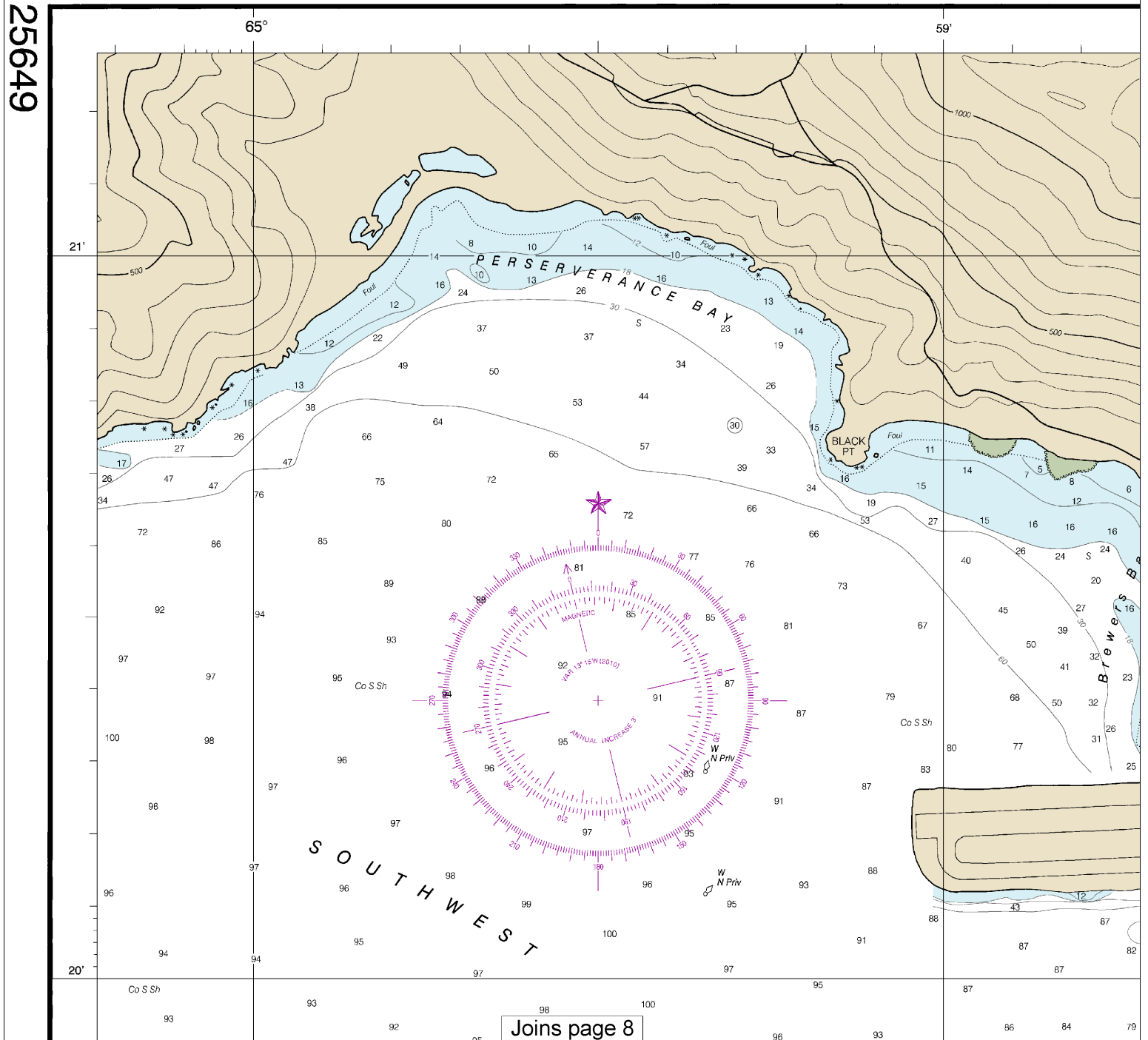
**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.



To find SPEED, place one point of dividers on distance run (in any unit) and the other on right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 naut

## SOUNDINGS IN FEET

25649



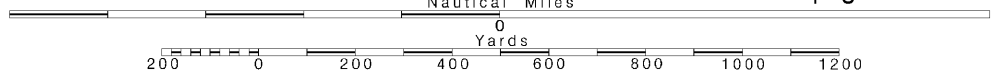
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



**NOTE A**

regulations are published in Chapter 2, U.S. Additions or revisions to Chapter 2 are published to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, District in Miami, Florida, or at the Office of the Engineer, Corps of Engineers in Jacksonville.

Charted regulation section numbers.

**NOAA WEATHER RADIO BROADCASTS**

The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I.    WXM-96    162.475 MHz

**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**WEST IN**

**ST. THOMAS**

**SAINT THOMAS**

Mercator Projection  
Scale 1:10,000

North American Datum  
(World Geodetic System 1984)

**SOUNDINGS**  
AT MEAN LOWER LOW WATER

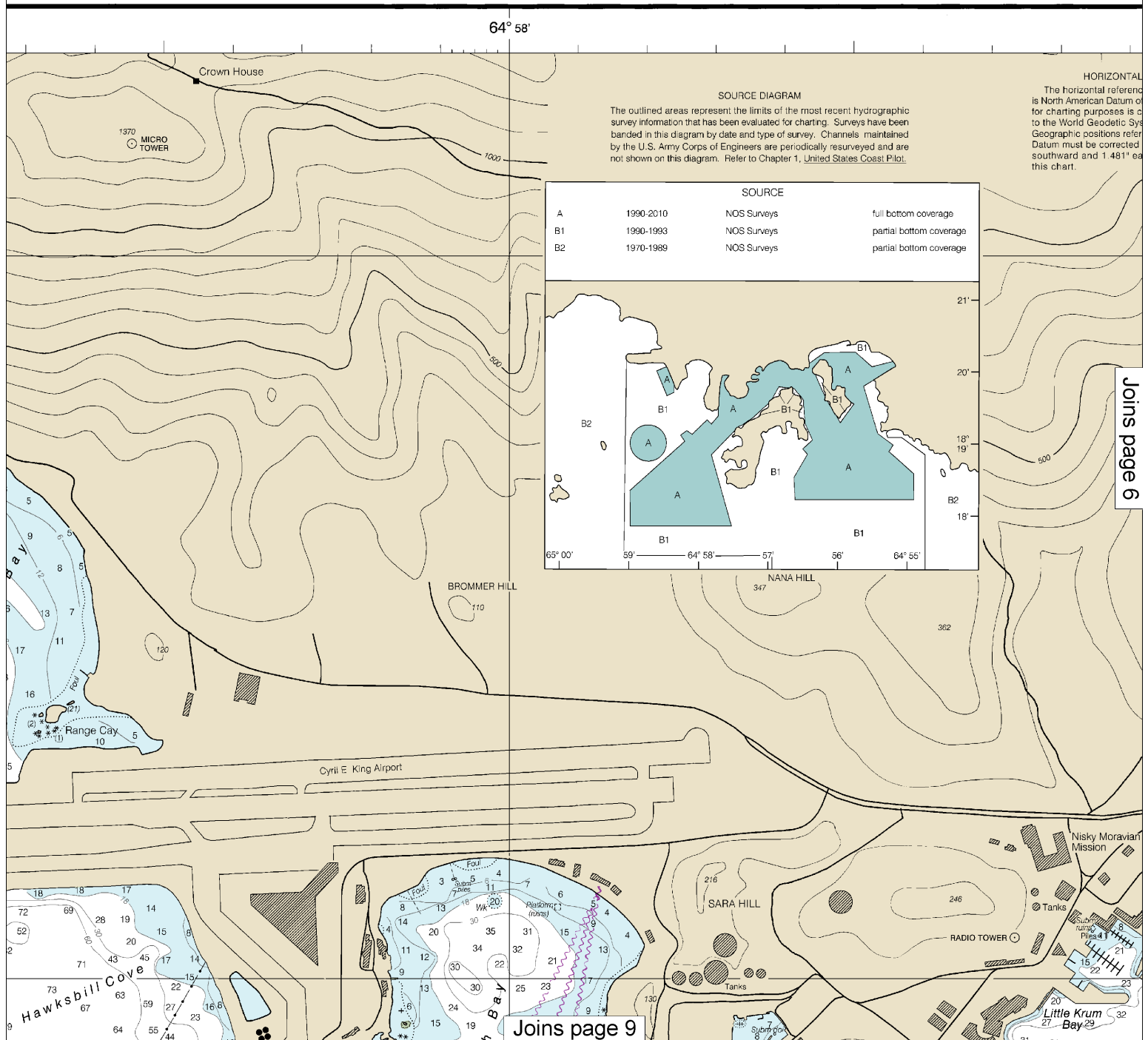
Additional information can be obtained from the following sources:

Formerly C&GS 933, 1st Ed., June 1977

15 20 25 30 40 50 60

minutes run. Without changing divider spread, place divider on 15 minutes, the speed is 16.0 knots.

64° 58'



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

OMAS HARBOR

Mercator Projection  
1:10,000 at Lat. 18°19'

American Datum of 1983  
(World Geodetic System 1984)

Soundings in Feet  
Mean Lower Low Water

Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

U.S. 1st Ed., June 1917 V-1917-177 KAPP 385

CAUTION  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine  
cables and submarine pipeline and cable areas  
are shown as:



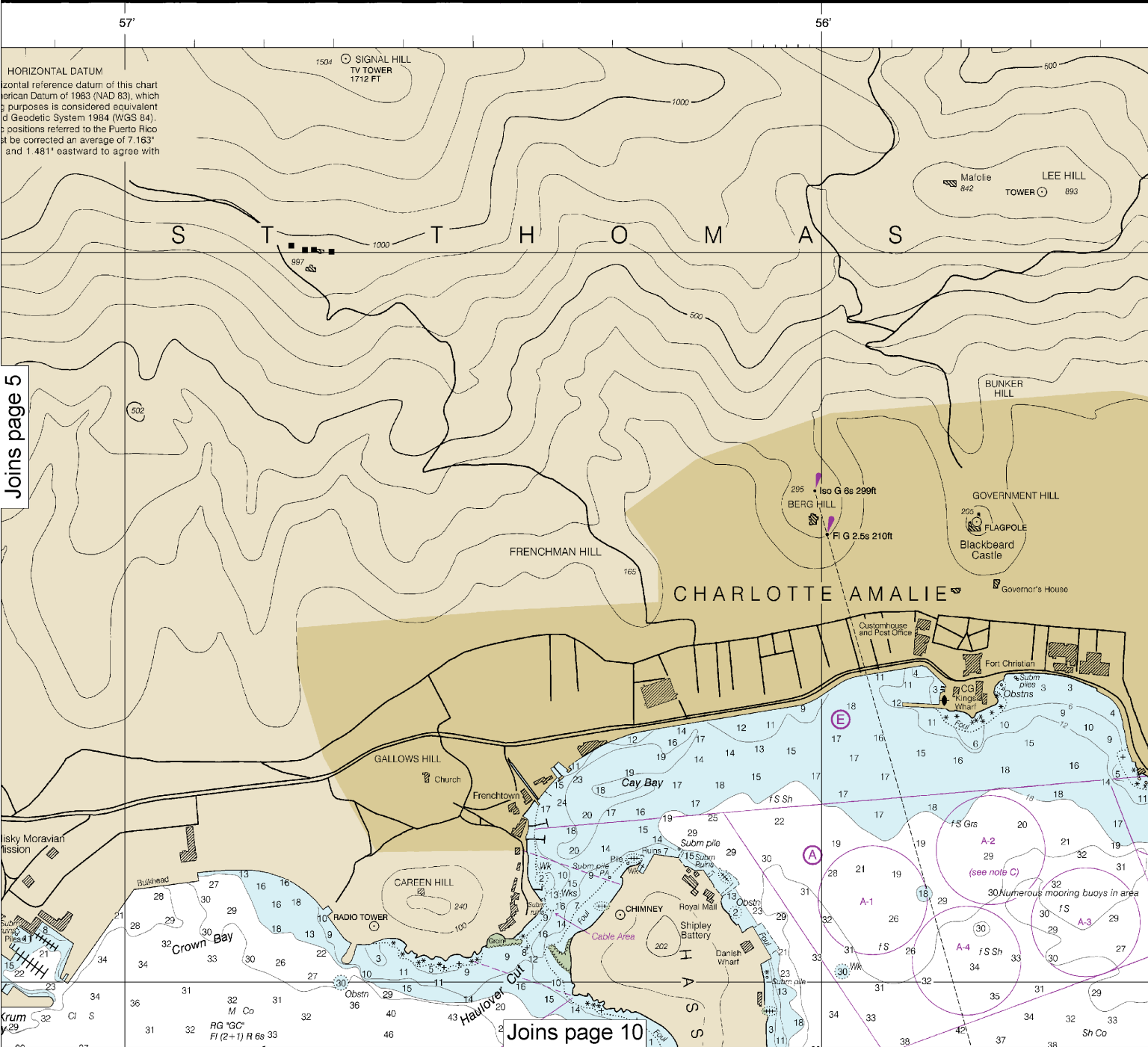
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

ANCHORAGE

110,250 (see note)

Limits and designations of anchorage

- (A) INNER HARBOR ANCHORAGE. (see note B)
- (B) OUTER HARBOR ANCHORAGE-for vessels under the jurisdiction of Customs, Immigration, and Coast Guard Authorities
- (D) GENERAL ANCHORAGE.
- (C) (E) SMALL CRAFT ANCHORAGE.
- (F) DEEP DRAFT ANCHORAGE.



Joins page 5

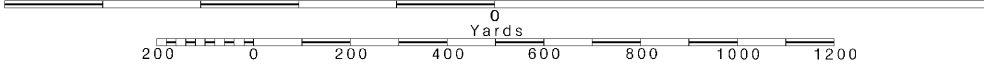
Joins page 10



Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



## AREAS

(Note A)  
Areas are shown in color.

Undergoing examination by Quarantine,  
etc. (see note B)

## NOTE B

Berths located in Anchorage Areas A and B  
are for requirements of the naval service, but  
all classes of vessels may anchor.

## RADAR REFLECTORS

Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

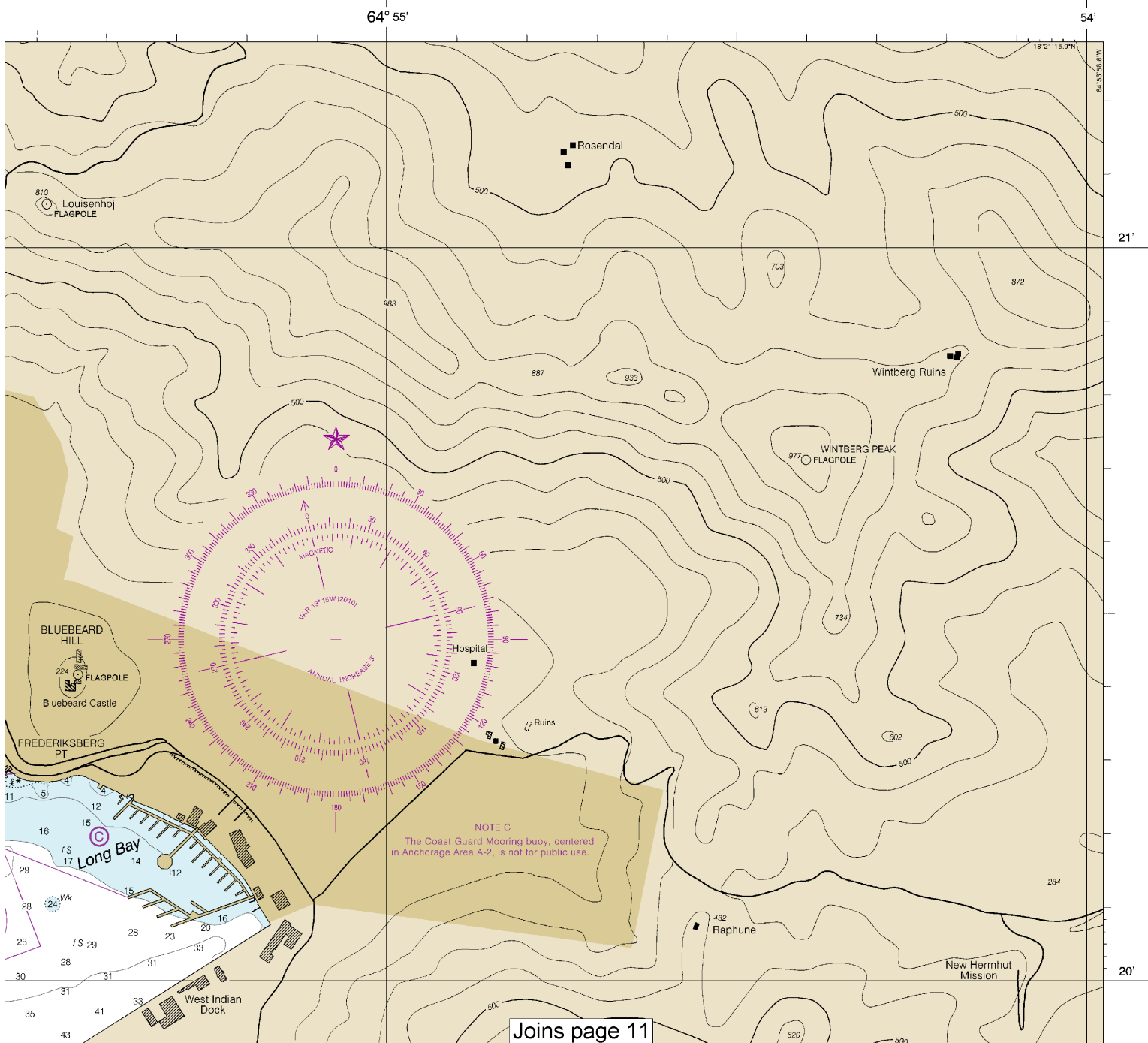
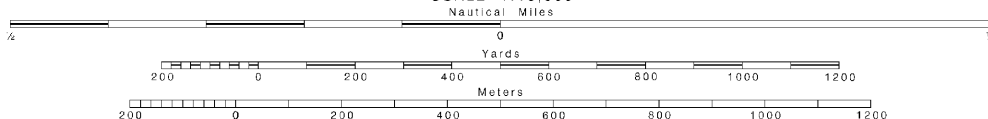
## CAUTION

Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.

## CAUTION

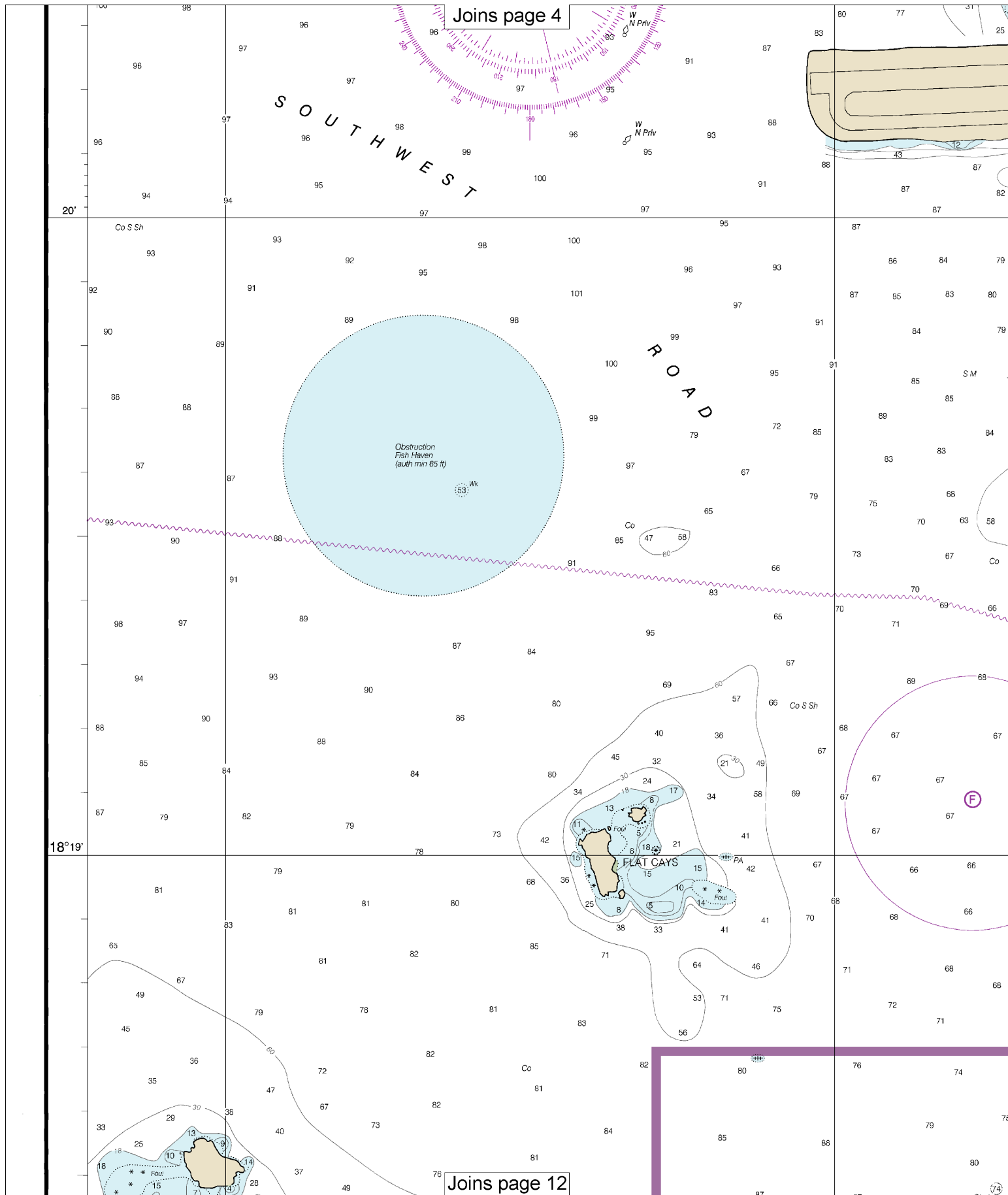
Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

SCALE 1:10,000



Joins page 11

Last Correction: 9/11/2014. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



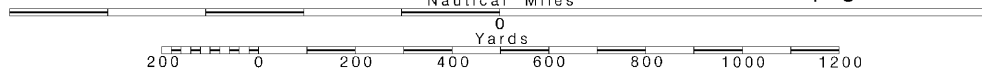
8

Note: Chart grid lines are aligned with true north.

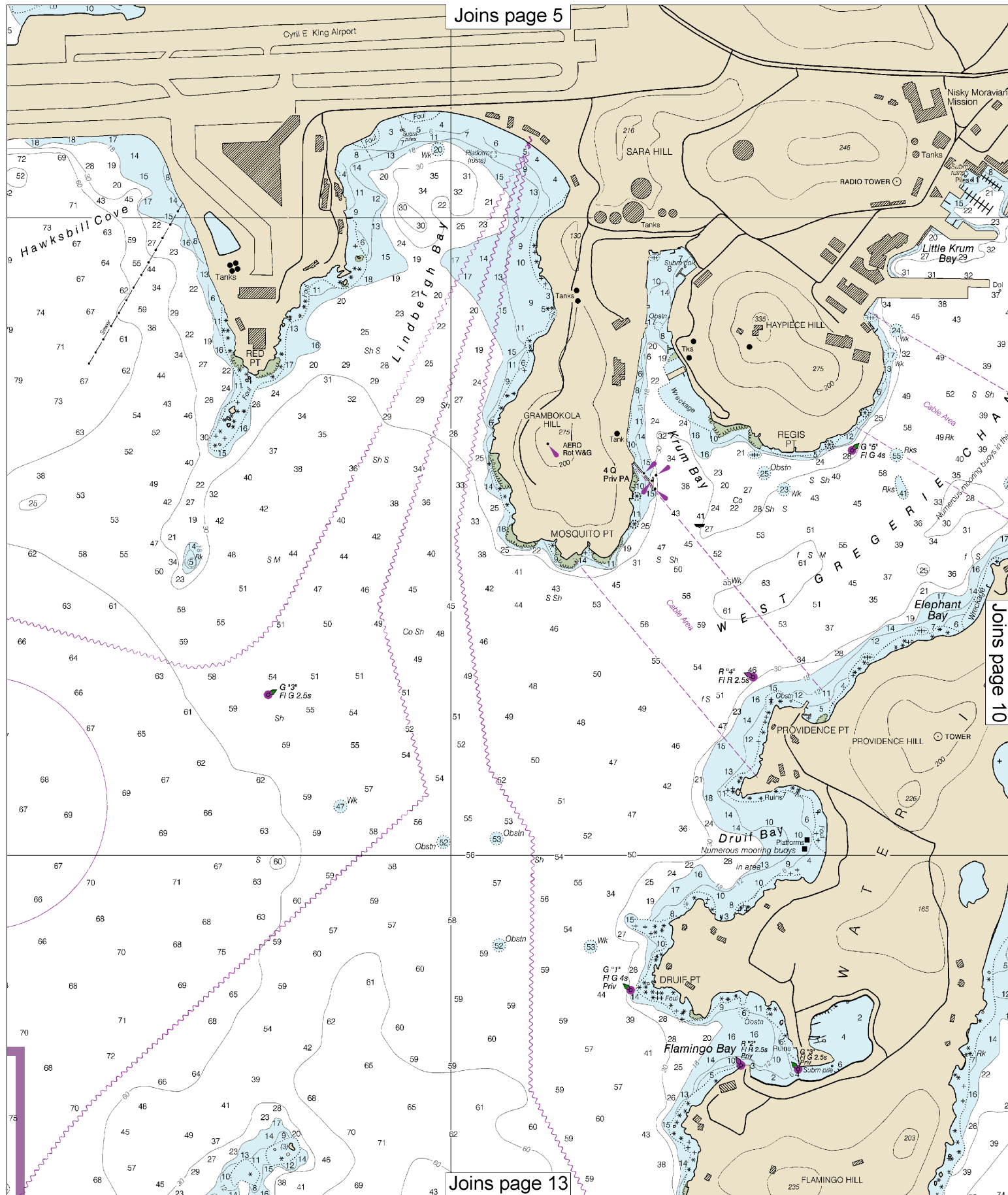
Printed at reduced scale.

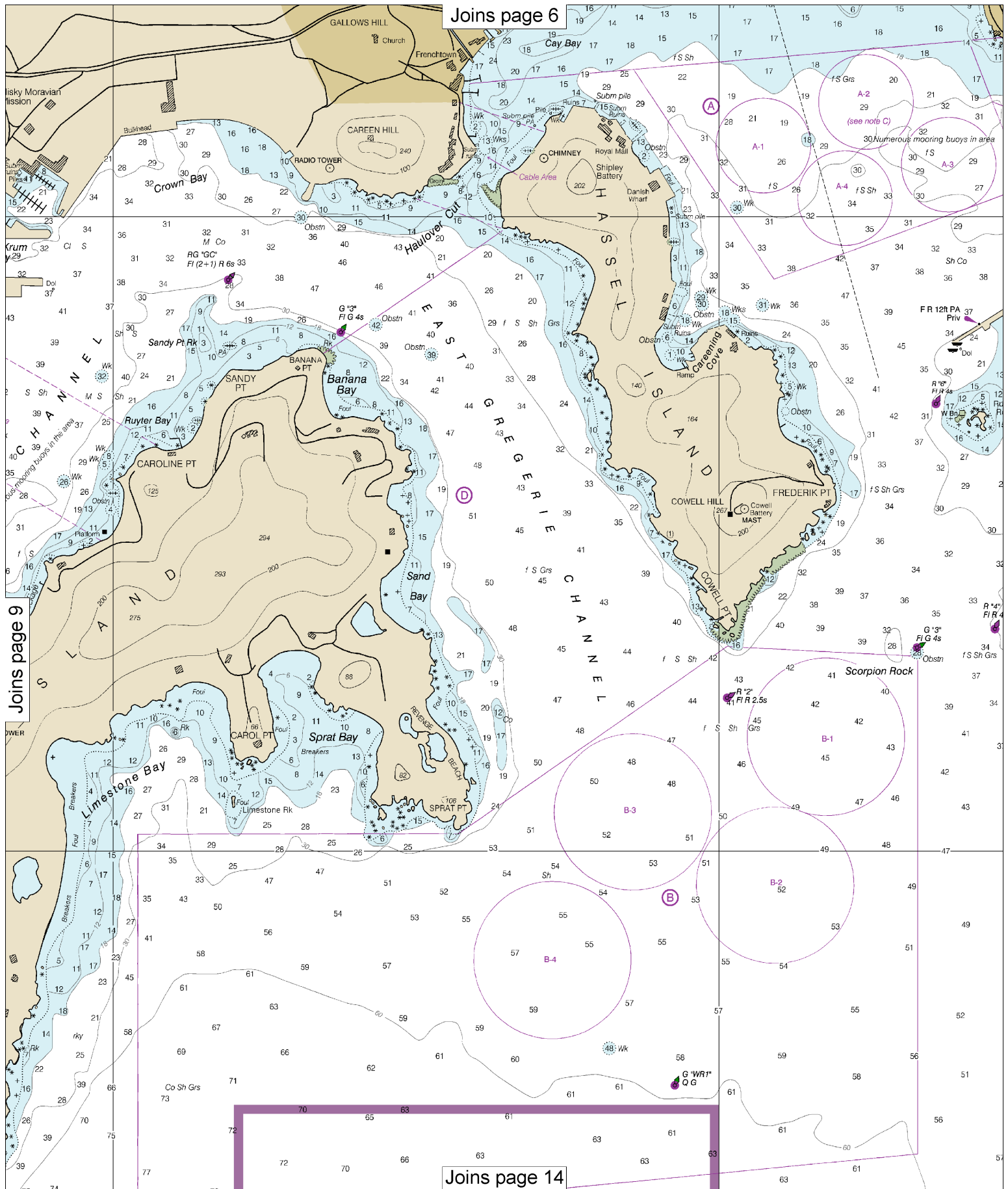
SCALE 1:10,000

See Note on page 5.









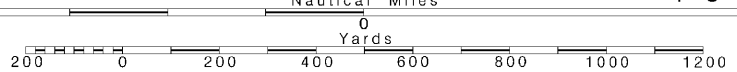
10

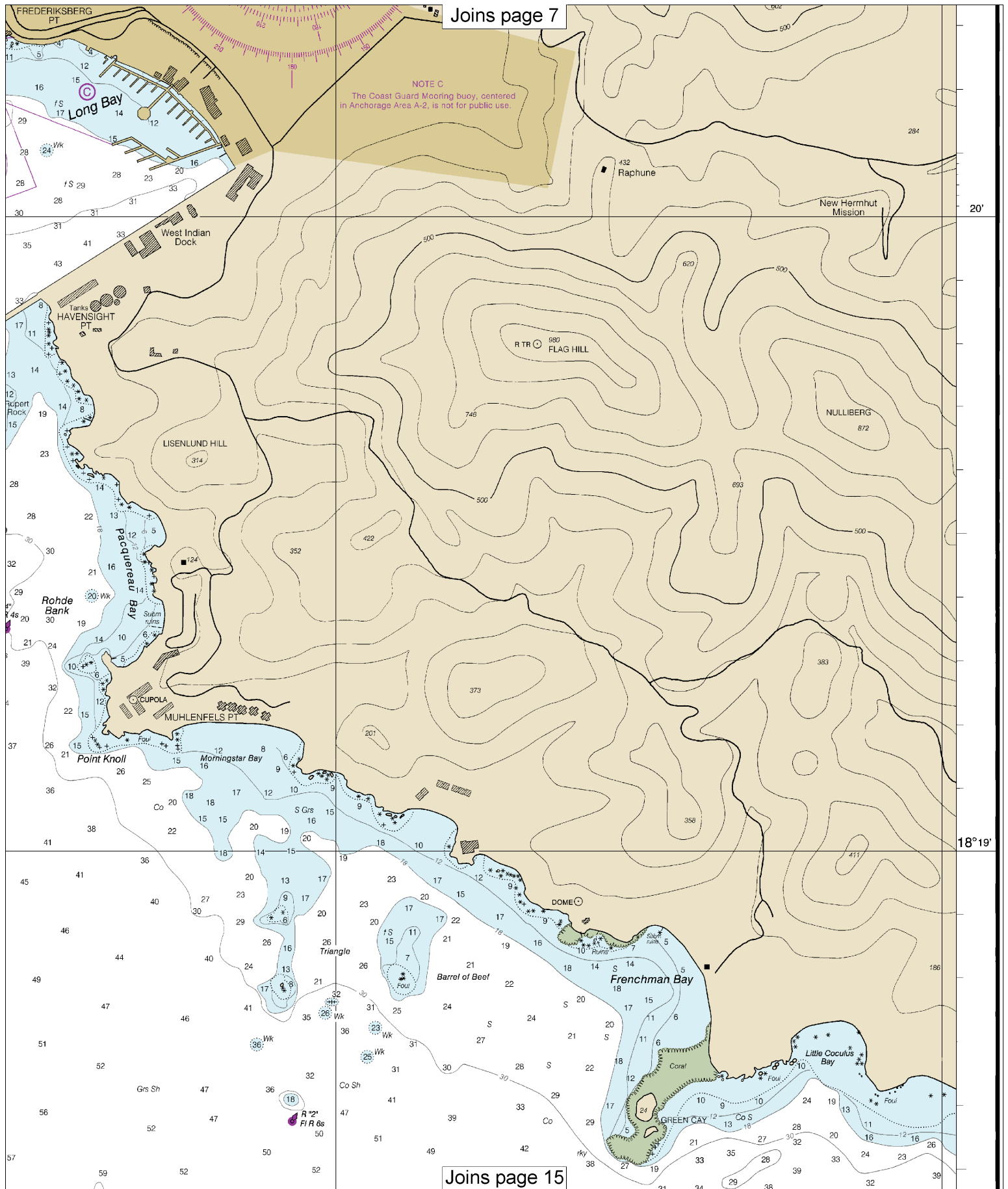
Note: Chart grid lines are aligned with true north.

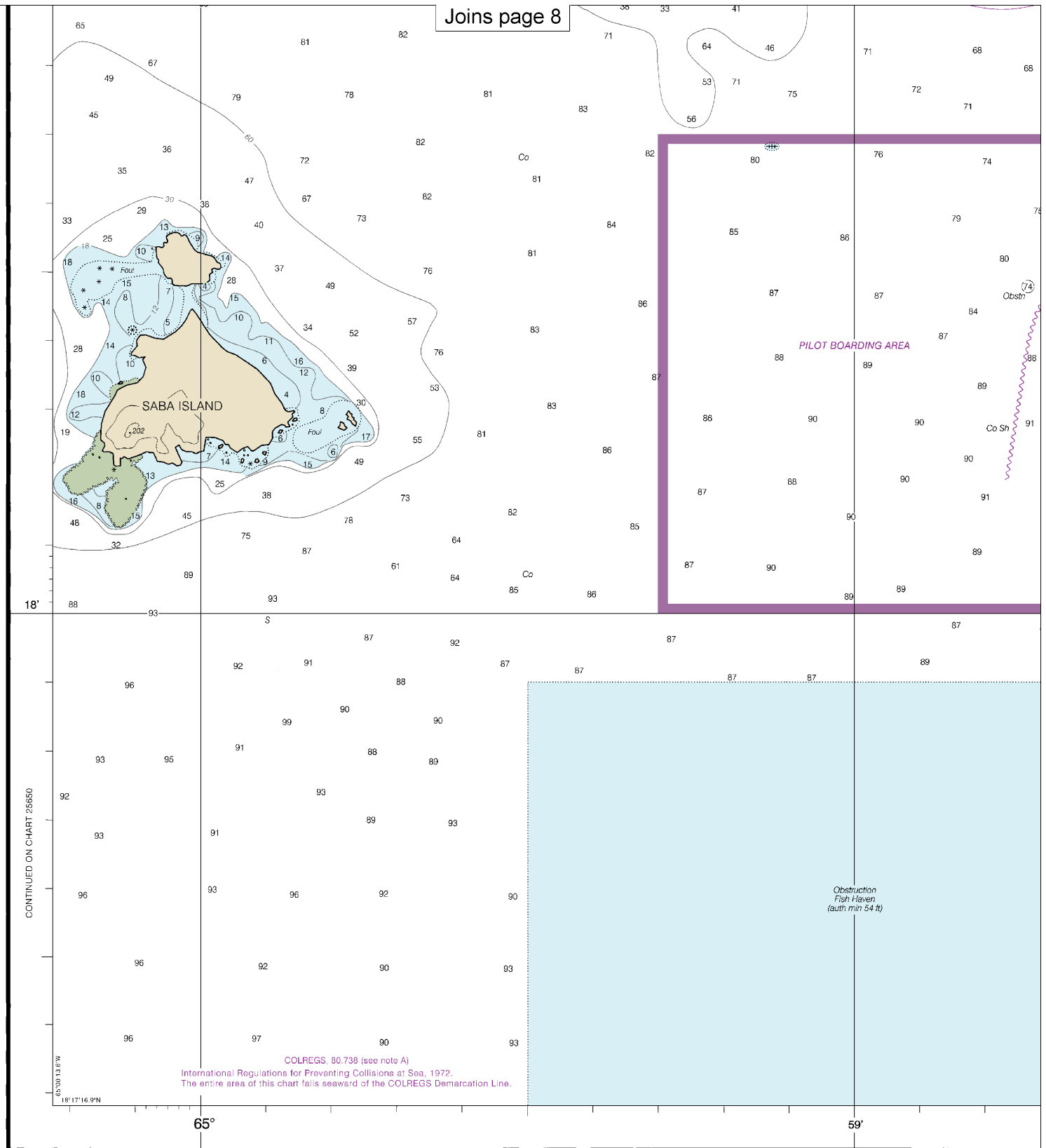
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







20th Ed., Aug. /10

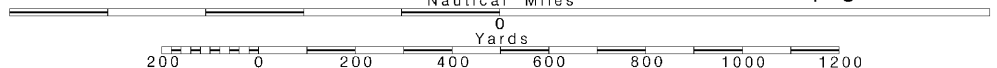
25649

Last Correction: 9/11/2014. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

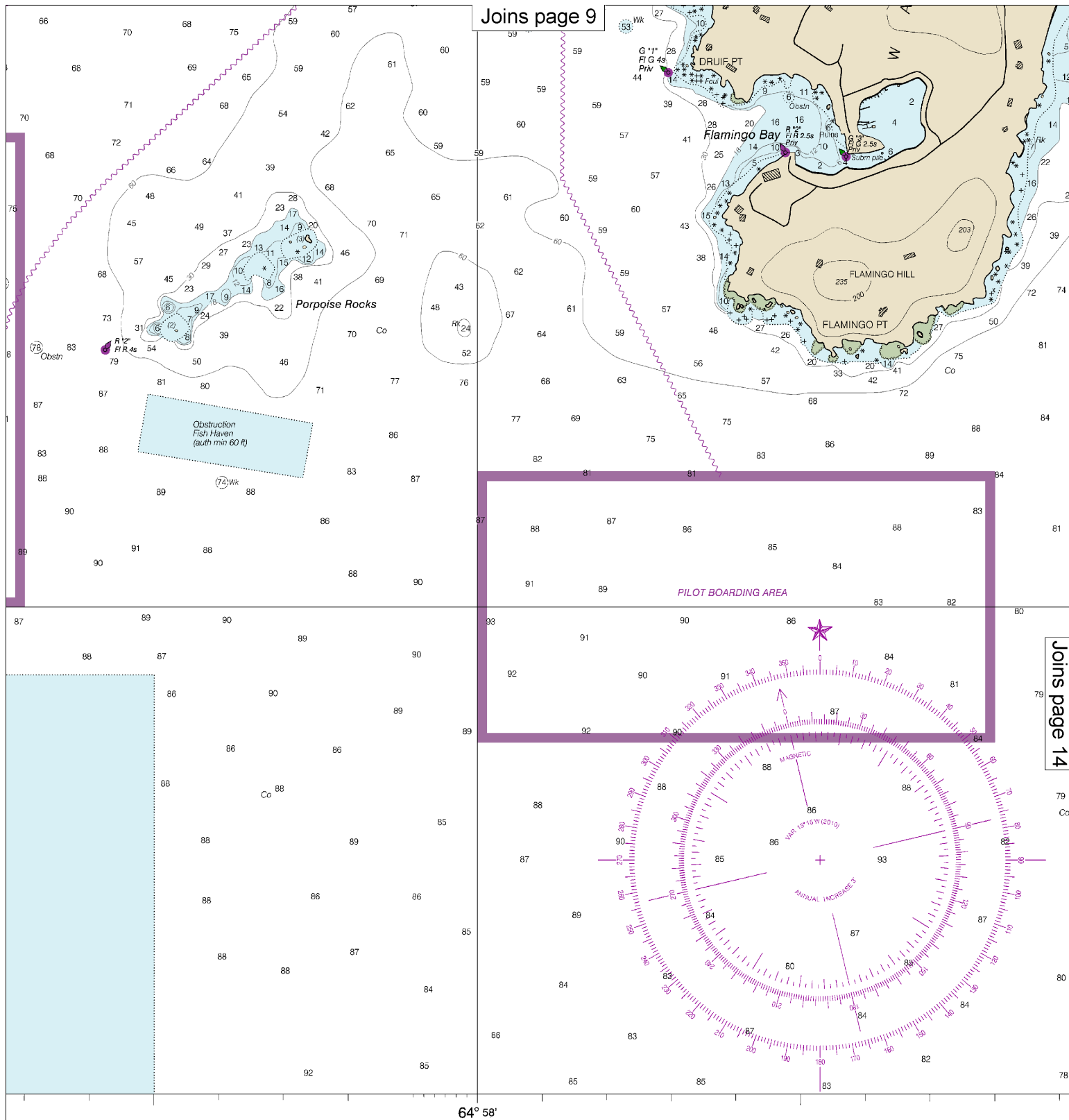
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



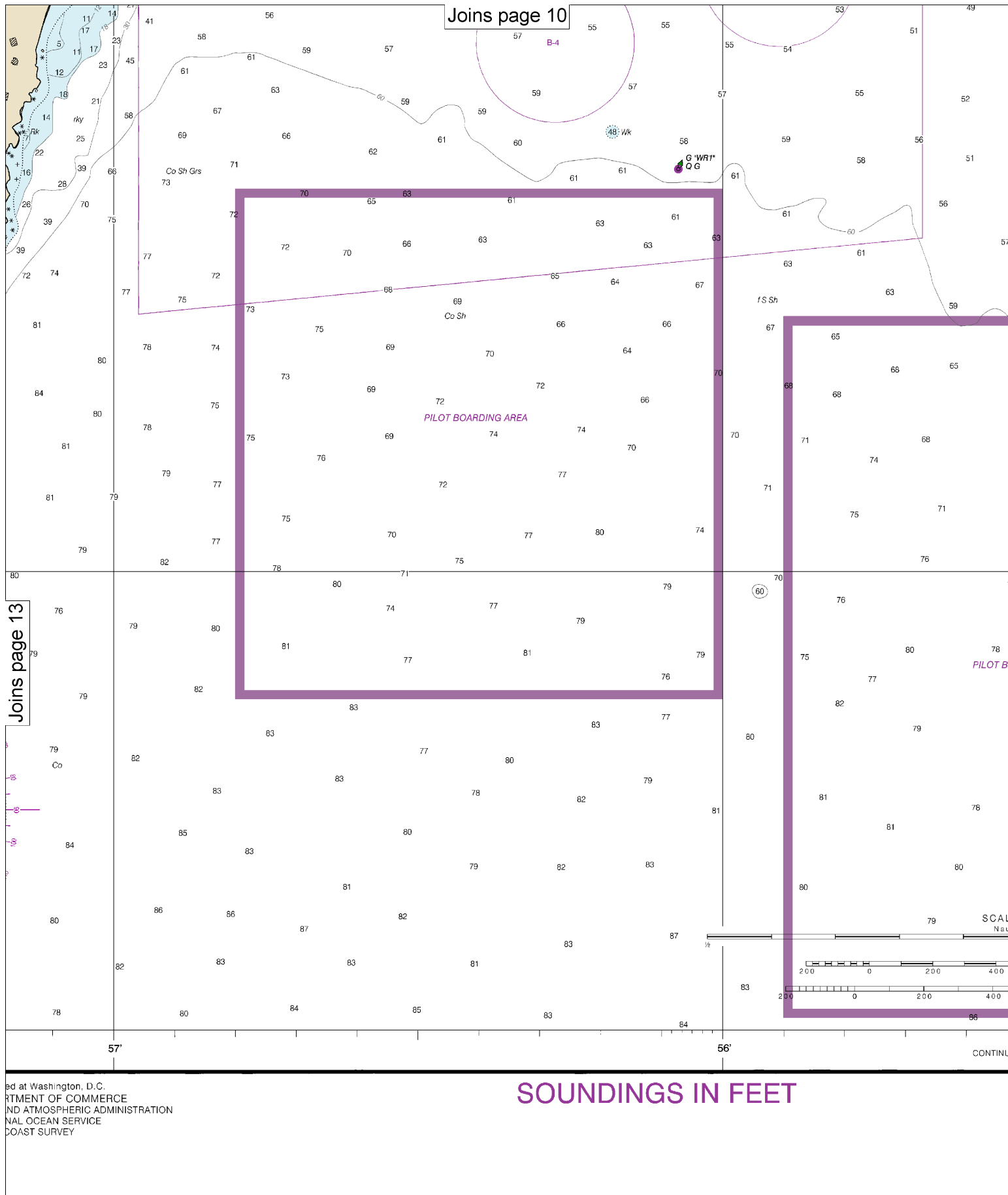


Joins page 9



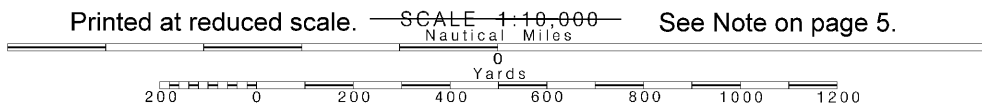
Joins page 14

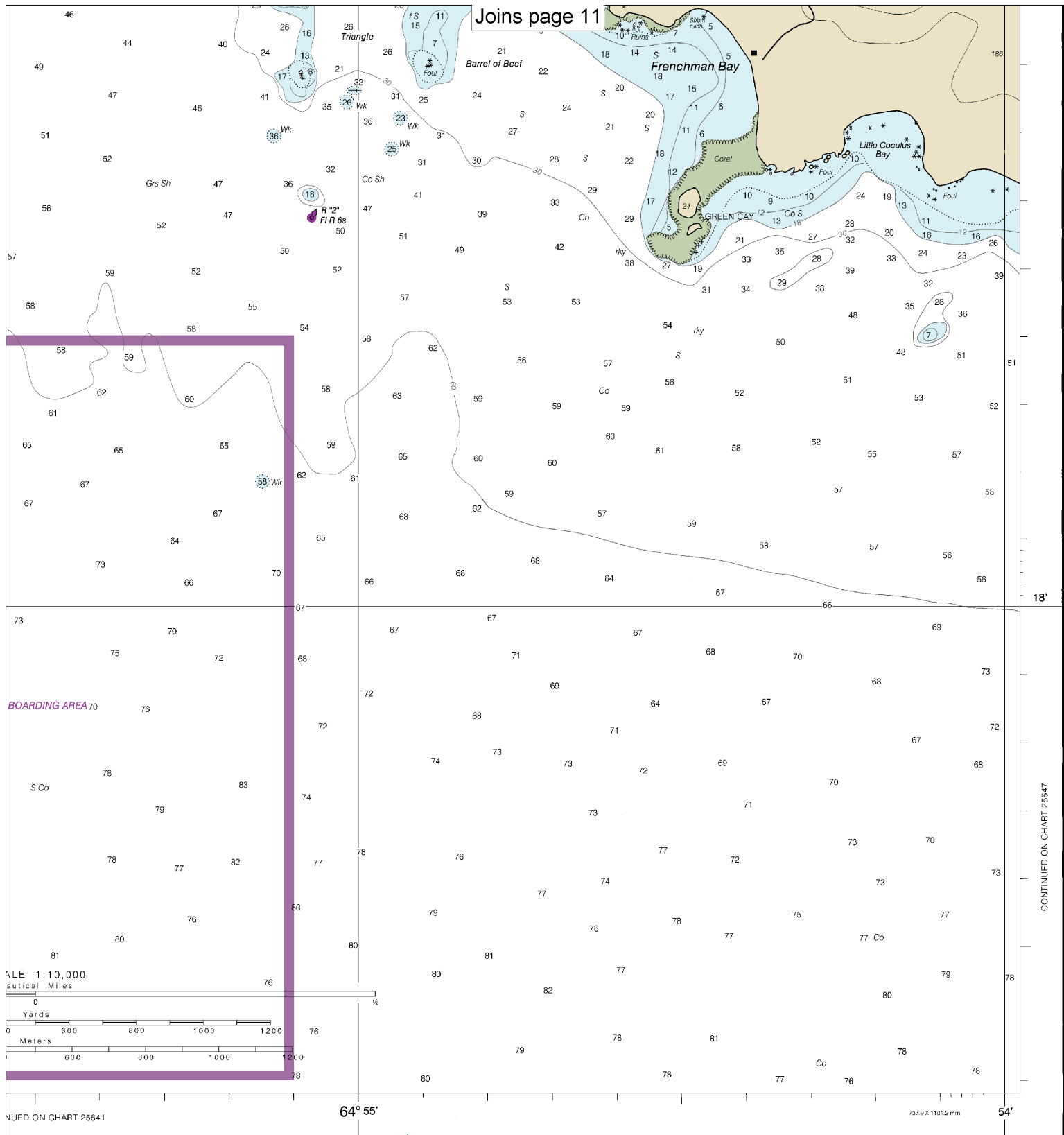
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC SURVEY



14

Note: Chart grid lines are aligned with true north.

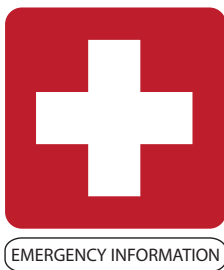




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Saint Thomas Harbor  
SOUNDINGS IN FEET - SCALE 1:10,000

25649



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

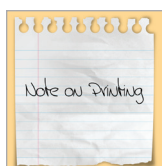
**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.